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## Official and Classified ADVERTISEMENTS

Continued from Page 47

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# fishing news

June 30, 1978

No. 3885

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20p

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# £103,125 TRIP ROCKS HUMBER

THE FIRST six-figure grossing at a British port  
was made in Hull last week. This followed a lan-  
ding by the 941-ton Icelandic trawler *Juni* when  
she put ashore a catch of 3,505 kits which earned  
£103,125. The previous record had been the  
£88,540 set by the Icelandic vessel *Ogri* when she  
landed 2,872 kits at Grimsby in 1976.

Staggering though this  
week's performance was,  
it still falls short of the  
£116,000 catch put ashore  
by *Ogri* in Germany last  
year.

The nearest approach  
of a British-owned  
fisher to the latest  
record was by  
Norwegian's Hull-based  
C.S. Forester. In April she  
arrived back from a 23-  
day trip to the Norwegian  
coastal waters Sea with  
4,048 kits and made  
£82,408.

The landing of *Juni* in  
Hull last week was hor-  
rific at the port and her  
very high gunwale, in-  
teriors and lofty masts  
caused some problems.

In normal cir-  
cumstances the discharge  
could have started at  
midnight, but it was not  
until three hours later  
that arrangements for a  
combined basket and

mechanical method could  
be completed and un-  
loading got underway.

"The bobbars worked  
extremely hard", a  
spokesman for *Juni's*

agents Boyd Line said.  
There was a turnout of  
1,200 kits for the Wednes-  
day market, followed by  
the rest of the landing on  
Thursday.

*Juni* — giant catch of  
Icelandic fish tops British  
record.  
Average prices per 10-  
stone kit for the catch, all  
of which met with a very  
ready demand, were: £43  
haddock (139 kits); £45.50; redfish (85 kits)  
£21.09; rockfish (70 kits)  
£18.21; ling (5 kits)  
£21.85; (1,019 kits) £19.80; and monkfish  
helibut (two kits) £55; (seven kits) £30.71.

## NO IMMEDIATE BAN ON HERRING says Silkin

MPs EXPECTING to hear details of the  
British Government's unilateral conservation  
measures to be put into effect almost im-  
mediately as a result of yet another failure to  
reach agreement within the EEC were disap-  
pointed last week.

Westminster presented a fishing off the north-west  
fairly united front in face of the failure of other EEC  
ministers to move towards the British position when Mr.  
Silkin reported on the failure of the Luxembourg talks.

However, Tory shadow  
minister John Poyton had ex-  
pected Mr. Silkin to come  
armed with unilateral conser-  
vation measures for im-  
mediate operation.

Mr. Silkin pointed out that  
he had to go through the  
process of submitting those  
proposals to the European  
Commission before they were  
announced and implemented.  
He had begun the process  
by submitting his proposals,  
as he made clear during  
questioning. The proposals  
could be put into effect even  
if the Commission did not ap-  
prove them.

The proposals are expected  
to include a ban on herring

fishing off the north-west  
coast of Scotland; restrictions  
on net sizes and the number  
of nets taken on a voyage; and  
an extension of the post box  
in the North Sea.

Although he could not dis-  
close even so much detail as  
that, Mr. Silkin was faced  
with some demands that he  
recognise the special needs of  
communities entirely depen-  
dent on fishing for a living.

Alick Buchanan-Smith  
(Con. North Angus and  
Meams) said measures like  
the herring ban would divert  
effort elsewhere. A com-  
prehensive scheme of conser-  
vation was needed to take ac-  
count of the repercussions of  
individual measures dealing  
with conservation of fishing in  
terms of species and areas  
round the coast.

In reply, Mr. Silkin set out  
the guidelines to which he  
Turn to page 73

# International Fisheries and Marine Equipment Exhibition.

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14-18 JUNE, 1978.

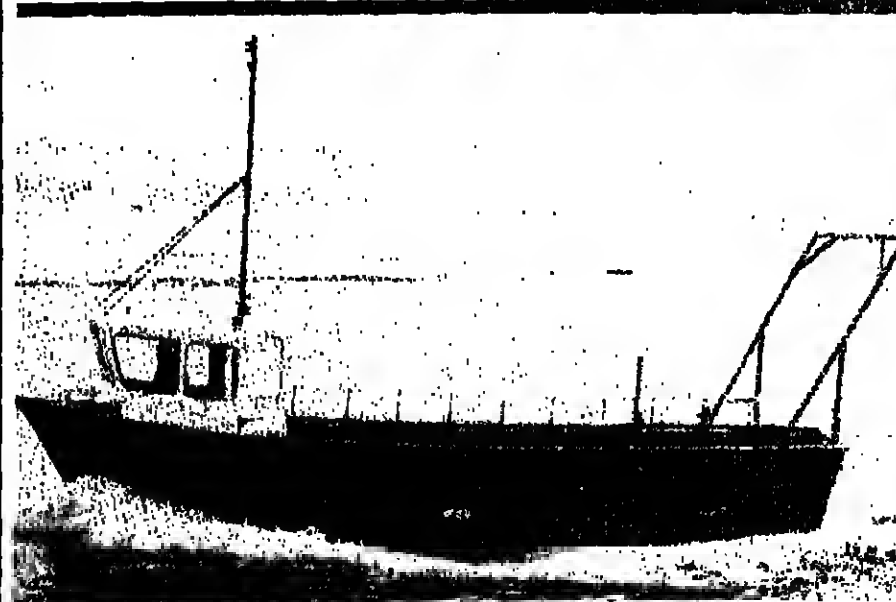
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## We'll be tough-Tories

A CONSERVATIVE victory in a general election would not mean a softer British line on fishing.

That was the message of a statement issued through the Conservative Central Office machine by John Corrie, MP for North Ayrshire and Bute, who is a member of the European Parliament agriculture committee which also covers fishing.

Mr. Corrie, who has been a rapporteur for the European Committee, issued his statement shortly after the breakdown of talks in the Council of Ministers.

### Herring

He said: "Our European partners should fully understand that the Conservative party would take an equally strong stand in support of our fishing industry, and that there would be no sell-out from our side."

He indicated full support for unilateral conservation measures and urged immediate protection for west Scotland herring during the imminent spawning period. He also urged an extension of the pout box.

# Thatcher promises 'square deal'

IF NO agreement is reached on an EEC fisheries policy "we believe we must act on our own without further delay", said Opposition leader Margaret Thatcher at Yarmouth last week.

She was at the port to christen the new 88ft. Lowestoft trawler *Boston Sea Stallion*.

Speaking at a lunch after the launch on Wednesday last week, she said the Conservatives and the country as a whole were determined to ensure that British fishermen got a square deal.

But any agreement must reflect the special position of our fishermen and the special contribution of British waters.

It must also take into account the way many of Britain's traditional fishing grounds have been cut back by other countries "arbitrarily extending their own territorial waters".

This means the preservation of British home waters a vital matter. "Yet it is ironic that, just as we rely more on home waters, new and more total methods operated with greed and carelessness of the needs of tomorrow have threatened the very future of the stocks in those waters," she said.

The East Anglian fishing industry had set an example to the rest of the fishing world by its pattern of conservation methods - Lowestoft has just increased its white fish mesh size to 80 mm and the minimum plaice size to 13in, both voluntarily.

Mrs. Thatcher said that



*Boston Sea Stallion* splashes in to end Boston's present Lowestoft fleet replacement programme.

Conservatives believed similar measures should be imposed without discrimination if fish stocks, and the livelihood of our fishermen, were to be secured.

Her call for unilateral action was backed by Neil Parkes, deputy chairman of Boston Deep Sea Fisheries, after she had launched *Boston Sea Stallion*, the last of four stern trawlers built at the Southtown, Yarmouth yard of Richards Ship-

builders. Other speakers included yard chairman, James Fairrie; Earl Jellicoe, chairman of Tate and Lyle; Richards' parent company; and Sir Basil Parkes, chairman of Boston Deep Sea Fisheries.

When the current series of trawlers is completed by Richards, Boston will have invested \$8 m. at Lowestoft in three years, said Mr. Parkes. But, while this represented

a considerable investment in a period of great uncertainty, if the industry's call for a 50-mile exclusive limit was adopted, it would create so many problems for Lowestoft as it solved.

Those problems would be short-term, he said, and one would arise because more than half Lowestoft's annual plaice catch is taken in Danish and Norwegian waters of the North Sea.

If Britain made an ex-

clusive 50-mile limit round her own shores, those grounds might be denied us.

Completion of the present series would not be the end of Britain's replacement programme.

New investment was held back by the lack of a common fisheries policy and restraint by the Government on substantial new building. The fishing industry was prepared to wait for a satisfactory deal and was united in supporting the resolute stand of the Minister, John Silkin.

But the industry was unlikely to drop its 50-mile claim until offered an acceptable alternative deal meeting the 80 per cent contribution to fishery resources the UK made to the EEC, said Mr. Parkes.

The EEC proposals on conservation, control and enforcement were "very weak" and in practice would be observed only by Britain, he believed.

He added: "This all sounds very depressing, but we have in fact the utmost confidence in the future of the UK industry."

*Boston Sea Stallion* is a development of the *Boston Sea Knight*-type and has an overall length of 86ft., moulded breadth, 25ft., 6in. and moulded depth, 12ft., 6in.

The boat is equipped with refrigerated seawater tank cooled by Bolander plant, and also, a normal fish hold. She is equipped with her pressure hydraulics to power the split trawl winches and net drum. A Synco 1010 system helps operation.

Main power unit is a 200 bhp Mirreless Blackstone diesel and she has sonar and net hauler for mid-water fishing.

*Boston Sea Stallion* is expected to head straight for the month-long mackerel when completed in October. After a season's transhipping to Eastern bloc ships, she will return home to join in the plaice fishery.

## French looking at Peterhead

PETERHEAD'S first class harbour and marketing facilities are attracting the attention of continental fishermen.

Peterhead Harbour Trustees have received a communication from La Gironde Company of Boulogne enquiring about the port. It is interested in what Peterhead had to offer when landing catches. It wants details of marketing and the facilities for vessels taking on fuel, stores and needing repairs.

Trustees chairman, John D. Buchan, said he was pleased to see a French firm showing interest, as they were preparing to enter for an increased fleet as a result of the coming market extensions.

Keen interest by visiting continental firms was shown in the port's display at the Catch '78 fisheries show. French trawlers had been landing at Fleetwood, but they have left the port for their home summer season and there is a possibility of some boats opting to land at Peterhead.

Extensions to the existing market at Peterhead are due to start in August and be completed by March 1979. This will give a floor area for over 9,000 boxes at one sale.

James Buchan, the harbour collector, dealt with many enquiries at the Catch '78 show.



James Buchan, the harbour collector, dealt with many enquiries at the Catch '78 show.

## COMMENT

### THE RED LIFELINE

ONE OF THE ironies of the EEC situation is that the complete breakdown of talks in Luxembourg last week provides the only real chance to impose meaningful conservation measures.

If agreement had emerged, it would surely have meant a compromise being reached which might have pooled the conflicting views of member states, but would have done little for the debilitated state of fish stocks.

Minister John Silkin has already stated what action he will be taking and high on the list is a shut-down on west coast herring. What this is going to mean is a transfer of fishing power to mackerel on an even higher level than last year.

In anticipation of this move, Eastern bloc fleets are already gearing up for another large-scale transhipping operation off Scotland this summer, before moving down to the south-west later on.

Now the first full season of transhipping has been completed, it is interesting to see what impact the factory ships made.

From May 1978-79 around 110,000 tonnes of mackerel was transhipped off Cornwall and Scotland, out of a total catch of 223,000 tonnes. These figures show that the factory ships provide a lifeline for the British fleet which we cannot afford to lose. At the same time, the mackerel being whisked off to the Eastern Europe helps to keep the prices up on the Western European market, which would otherwise end up being flooded.

With the House of Commons supposedly united behind Mr. Silkin's proposed action on conservation measures, those few MPs who regularly get to the feet to knock the Eastern bloc operation should remember that every out-blow on fishing strengthens the ties with the Red Fleet.

We have no doubts about the value of the transhipping operation as long as a watchful eye is kept on the state of the mackerel stocks.

June 30, 1978

June 30, 1978

FISHING NEWS

# BULGARIANS COMING TO STORNOWAY

## Mackerel klondyke operation

BULGARIAN factory ships will be out in force off the west coast of Scotland this summer.

Stornoway pier and harbour commission has approved an application by a Bulgarian company for mackerel klondyke operations within Stornoway harbour from August to October.

The commission has

welcomed the application by Balkan and Black Sea Shipping Co. Ltd. of Bulgaria to accommodate fish factory vessels.

They intend to bring six to nine vessels, each of 2,500 gross tons, to suitable anchorages in the north Minch for the purpose of buying mackerel from the fishing fleet.

The vessels will discharge their catch into the Bulgarian vessels where it will be frozen. When a sufficient amount of frozen fish is available another vessel will load this cargo for shipment to Bulgaria.

The vessels normally have a crew of 50 to 60 each. It is expected that three vessels could be accommodated at Stornoway, while the others will probably be based at Lillipool where a similar

operation was carried out last year.

The commission also approved plans for an extension in Scottish Seafood's promises at Goat Island, Stornoway, which will include a cold store, blast freezer and on additional production area which will enable the firm to increase staffing by 30 per cent. At present it employs 35 people.

## ... get your licence

THE DISTRICT Inspector of Fisheries at Milford Haven, Victor Loe, fears that many boat owners may soon be breaking the law by fishing for mackerel without a licence.

Since last September it is a statutory requirement that all craft registered for fishing must hold a licence when mackerel fishing.

Any owner catching mackerel for profit is required under a 1927 Act to register his vessel.

Liabilities for mackerel boats are limited free, the only requirements being monthly returns of catches - "I'm afraid that within the next few weeks the owners of up to 150 boats around the coast of Wales may be brooking the law through ignorance," said Mr. Loe, to whom applications for the new licences should be addressed: c/o The Fisheries Office, The Docks, Milford Haven.

THE 70-FT. Ulster drifter *Incentive* from Kilkeel lies abandoned on the rocks at the Calf of Man. She has been there since being driven aground the previous week.

Jointly-owned by Ulstermen, Harry McGinness and a Northern Ireland shipping company, *Incentive* was lost on passage between Whitehaven and her home port. Her skipper and crew of five were all saved.

The grounding happened in the early hours of the morning at the southern side of the Calf, a tiny island at the tip of Man's southern-most point.

Coastguards alerted the lifeboat station at

## Write-off

nearby Port Erin, and they reached the stricken vessel 40 minutes after launch. A line was secured and the lifeboat attempted to drag the drifter off the rocks.

They were unsuccessful, and the six man aboard were eventually taken off and brought in to Port Erin.

Examinations made later revealed that *Incentive* had been badly holed, and she has now been written off.

# SOUTH-WEST FISHING GEAR and equipment EXHIBITION

JULY 5-8, 1978

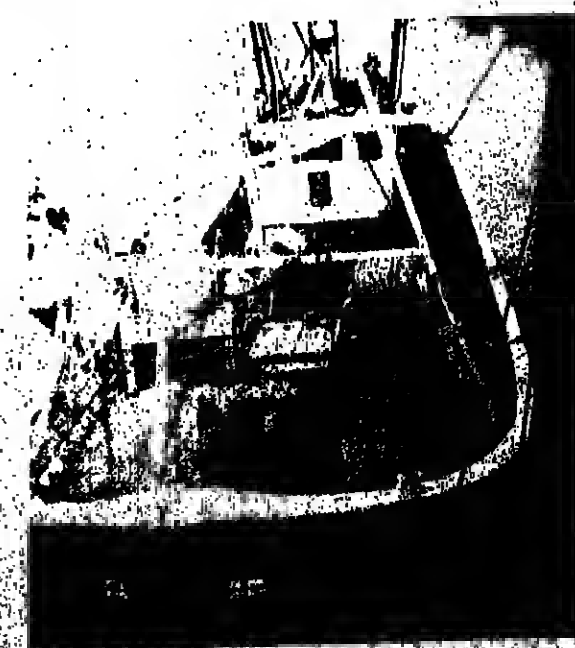
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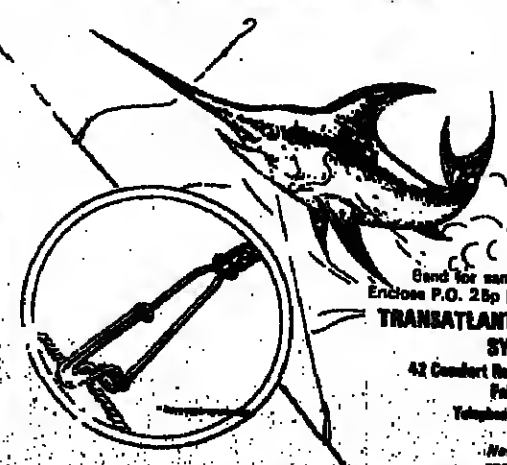


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FISHING NEWS

# Seiner ends on a record

THE 86FT. Scottish  
seiner netter *Juneve IV*  
has rounded off her ex-  
perimental fishing con-  
tract for the Canadian  
Government in record-  
breaking style.

Skipper William  
Strachen of Peterhead  
has outstripped  
traditional Canadian  
trawlers up to 180ft. on  
his final trip working  
from Newfoundland.

On June 21 at Harbour  
Grace, Newfoundland  
*Juneve IV* landed 1,450  
boxes of fish for six days'  
fishing. It took 21 hauls in  
55-60 fathoms of water  
using up to 17 coils of rope  
per side.

The catch consisted of  
1,000 boxes of flounders

## Bonanza trip off Canada

and 200 boxes of  
greysole, with the  
remainder being made-up  
of skate, cod, haddock  
and halibut.

The catch rates as-  
tablished by *Juneve IV*  
during this trip surpassed  
that of Canadian stern  
trawlers in the 150ft. to  
180ft. range operating in  
the same area.

On a previous trip off  
the north-east coast of  
Newfoundland (Fishing

News, June 16) *Juneve IV*  
located wide areas of  
good sole on bottom in  
depths ranging from 250  
fathoms to 280 fathoms.

In one haul, using 17  
coils of rope per side in  
270 fathoms of water, the  
vessel netted 30 boxes of  
fish (mainly turbot).  
Because of the poor catch  
rates it was decided to  
leave this area and con-  
centrate on the south-  
west adjo of the Grand  
Banks.

*Juneve IV's* success has  
generated considerable  
interest within the Cana-  
dian fishing industry and  
has pioneered the way for  
the future development of  
an offshore seiner net  
fishery off eastern  
Canada.



Northern Gift

# £50,463 'GIFT'

BRITISH United  
Trawlers clocked-up its  
best trip so far this year  
at Grimsby last week  
when the distant water  
trawler *Northern Gift* (Sk.  
Ray Pappas) hit a £50,463  
grossing.

Back from a 24-day  
Barents Sea trip — only her  
third since Christmas —  
*Northern Gift* landed 1,896  
kits, nearly all cod and cod-  
ling, on one of the best Mon-  
day markets in weeks.

Later in the week her  
eldest-ship *Northern Reward*  
(Sk. Wally Harris), on her se-  
cond outing this year, made  
£39,640 from 1,681 kits, again  
mainly codfish, after an  
identical trip.

Sandwiched between the

two BUT vessels was a  
£42,943 grossing by Boston's  
*Belgoum* (Skipper Frank  
Gray) after a 26-day Barents  
Sea trip. This was also almost  
entirely codfish.

BUT again came good in  
the middle water section  
when *Ross Kipling* (Sk. John  
Roberts) landed 1,080 kits,  
including over 130 of had-  
dock, 710 of codfish, 40 of  
skate and three of 'inke'  
(squalid), from a useful 17-day  
voyage to the Rockall.

With the Westerly fishing  
so indifferent, most of the  
middle water trawlers fishing  
off Scotland favoured the  
North Sea side. Even so,  
catches were mostly low and

it must be very disheartening  
for owners struggling to keep  
vessels fishing, and fishermen  
in employment, when the  
return is so bad.

*Ross Kipling* had a  
broken trip disester of £1,949  
for 63 kits after 14 days.

Console's top-earning  
anchor-soner *Christiansborg*  
(Sk. Verner Jansen) again  
showed the rest of the seiners  
the way with her best-ever  
grossing of £13,653 from a  
fine 422-kit cod trip.

Of a number of foreign lan-  
guages, quite easily the best  
came from the Homing-  
agent *Morbi* (O 33). The  
Belgian beamer ended up  
with £16,486 from 432 kits,  
including some excellent  
flats.

# Quota 'too high'

SCOTTISH fishermen are  
to put forward a  
mackerel conservation  
scheme to the government  
this week.

Scottish Fishermen's  
Organisation members held a  
meeting at Aviemore and  
decided that, if the govern-  
ment closes the Minch to  
herring fishermen, they  
would ask for compensation.

SFO chief-executive, Jim  
Lovie, said scientists had  
been wrong in their herring  
catch estimates.

"We don't believe what  
they say about mackerel  
stocks, so we are to operate  
our own preservation scheme."

"We think the fishermen  
know more about the stocks  
than the scientists do."

"They (the scientists) have  
assessed that there could be a  
TAC of 440,000 tonnes, but  
we think this is far too high."

The figure should be "a lot  
lower".

The Scots fishermen are  
determined that the rest of  
Europe should know they are  
serious about the proposals.

The processing industry  
could serve on Canadian  
berthing, said Mr. Lovie.

Mr. Lovie said there must  
be compensation, a  
moratorium on loans for  
boats and a control on  
building if the government  
imposes a statutory ban on  
Minch herring fishing.

The processing industry  
could serve on Canadian  
berthing, said Mr. Lovie.

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could serve on Canadian  
berthing, said Mr. Lovie.

The processing industry  
could serve on Canadian  
berthing, said Mr. Lovie.

## PURSER 'FIRST'

THE FIRST prosecution to  
be brought by the Isles of  
Scilly Council for alleged il-  
legal fishing is to be against  
the skipper of *Chris Andra*.

When the case is heard on  
St. Mary's next month, it will  
be claimed that the *Freder-  
burgh* boat fished one mile  
within the three-mile limit in  
April. A by-law bans boats  
over 80ft.

The skipper could be fined  
up to £1,000 and have his gear  
confiscated.

The skipper could be fined  
up to £1,000 and have his gear  
confiscated.

## LETTERS

### FIRST AID FIRST

SIR, I was interested to  
read the comprehensive ar-  
ticle by Professor Malt  
(Fishing News, June 23)  
Why should health care stop  
at the shore line?

Of particular note was his  
commentation of the service  
provided at Hull by the  
Trawlers' Mutual Insurance  
Association, which results in so  
few Hull fishermen having to  
be landed for hospital treat-  
ment compared with fishermen  
from other ports.

However, in view of the  
very difficult financial posi-  
tion of the fishing industry at  
present, it is inappropriate to  
suggest increasing any finan-  
cial burden upon it.

### Courses

I would commend one point  
which would cost very little:  
refresher courses in first aid for  
all mates and skippers every  
two or three years.

Trawlers are tough and  
set tough, but I recall an in-  
cident where the use of first aid  
made all the difference.

Some years ago I was under-  
taking scientific observations  
on a trawler fishing off northern  
Iceland alongside a fisherman  
with a very swollen face and in  
some pain due to a gum infec-  
tion.

Nothing was being done  
about it until I suggested to the  
mate that there were penicillin  
tablets in the first aid kit which  
should be administered.

This he did and the effect  
was dramatic — the pain and  
swelling disappeared in 24  
hours.  
Dr. F. C. Stott,  
Cockham Dean, Berks.

## Transshipping

IN AN article published  
by *Fishing News* (May 6)  
reference was made to a  
regulation by the EEC to  
transit products of Com-  
munity origin, frozen or  
processed on Easteiro bloc  
ships, no products not of  
Community origin so ex-  
cluding the transhipped  
fish from the benefit of  
export refunds.

This report stated that  
the transshipping opera-  
tion took place from  
millia offshore from  
Falmouth. It has since  
been pointed out to us by  
Triplefold Ltd., the  
charterers of the  
Bulgarian vessels, that  
these ships were based  
one-mile offshore.

Customs officials regular-  
ly policed the operation  
and were given all the in-  
formation they required.

We apologise for any  
embarrassment this  
report may have caused.

## THANK YOU

To everyone who made the Catch '78 Exhibition so  
successful for us. If we can help you too on design,  
conversions or stability etc. please let us know.  
To keep ahead of latest developments, we have in  
recent months made special studies of LONG-  
LINING and already have good experience on this  
Might it interest you too?

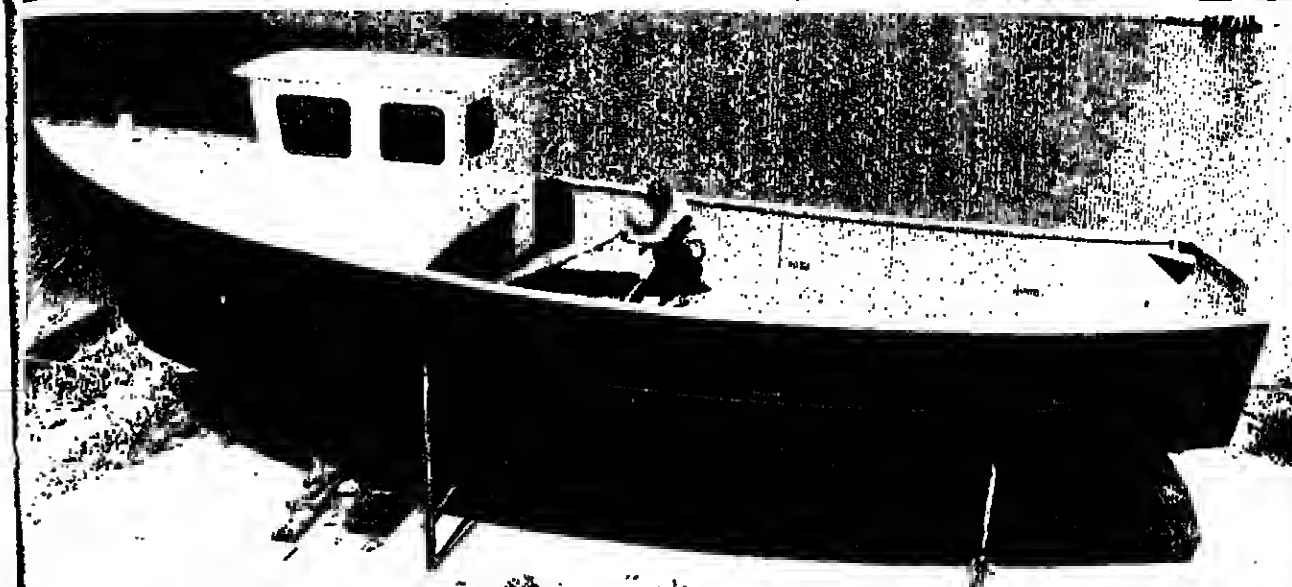
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Lindsay Street, Arbroath, Scotland  
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June 30, 1978

June 30, 1978

FISHING NEWS

# STEEL BOATS FOR EAST COAST MEN



A NEW NAME to attack the  
small steel fishing boat market  
is to make its mark with the  
introduction of a 35 ft. hull  
range.

Two boats are now being com-  
pleted at Waar Dockyard,  
Sunderland, by George Crutwell  
(Steel Boatbuilders) Ltd., and a 20  
ft. version built earlier is now  
fishing from Hartlepool.

The 35 ft. hulls are being built for  
Kilburn fishermen, Larry Robin-  
son, and Les Abrahams from  
Sunderland.

One of the boats is fitted for pot-  
ting and will also go trawling,  
powered by a Dorman 110 hp

engine. The other boat will have a  
Ford 6D engine.

The 35 ft. hull has a beam of 12 ft.  
6 in., a 4 ft. draught and 24 in.  
freeboard. The cost of £5,500 in-  
cludes: wheelhouse, deck, fuel  
tanks, rudder, engine beds and floor  
bearers. The hull has a stretched  
skag to accommodate various sizes  
of propellers, while a spacious  
working deck gives 20 ft. from aft  
of wheelhouse to the transom.

The 20-footer, at £1,700, is an  
open boat with floor bearers.

Delivery dates now being quoted  
are four weeks on the 20 ft. hull and  
eight weeks for the 35 ft. version.  
The yard offers a fitting out service.

Steel 35-footer for Sunderland and her  
builder, George Crutwell.



# Howth skipper's latest mid-water boat

THE 80 FT. wooden  
hawler *Corrigean Bay*  
was commissioned  
earlier this month at  
the BIM boatyard in  
Baltimore, Co. Cork,  
for Skipper Pierce  
O'Shea of Howth, Co.  
Dublin.

Skipper O'Shea became a  
fisherman in 1964 when he  
joined the crew on his brother  
Ray's 56 ft. *St. Bernadette*.  
A year later he transferred to  
the 80 ft. *Easter Morn* which  
was owned by another  
brother, Sean.

In 1970, he became skipper  
of *Andrew* and, two years  
later, bought the new 65  
ft. *Boat No. 1* which he  
operated ever since.

During his career Skipper  
O'Shea has gained con-  
siderable experience in mid-  
water and bottom trawling  
around the Irish coast.

His new boat is 79 ft. 6 in.  
long overall, with a 21 ft. 8 in.

beam, 11 ft. 6 in. draft aft and  
displacement, 140 tons.

She is the second boat built  
at the BIM boatyard and is of  
carvel construction in lroko  
and native oak. Steel is used  
for the engine seating, masts  
and wheelback.

*Corrigean Bay* (D 618) is  
built with her hold amid-  
ships and accommodation  
aft of the engine room. Bunks  
for eight are arranged below  
deck and the space is can-  
terially heated.

The boat is fitted for carry-  
ing 550 crabs and is powered  
by a Caterpillar D379 diesel  
of 565 hp at 1,225 rpm. The  
unit drives a Farnholt and  
Glertsen PB25 79/45 gearbox  
to variable pitch sterngear of  
the same make. A Bukh 4K

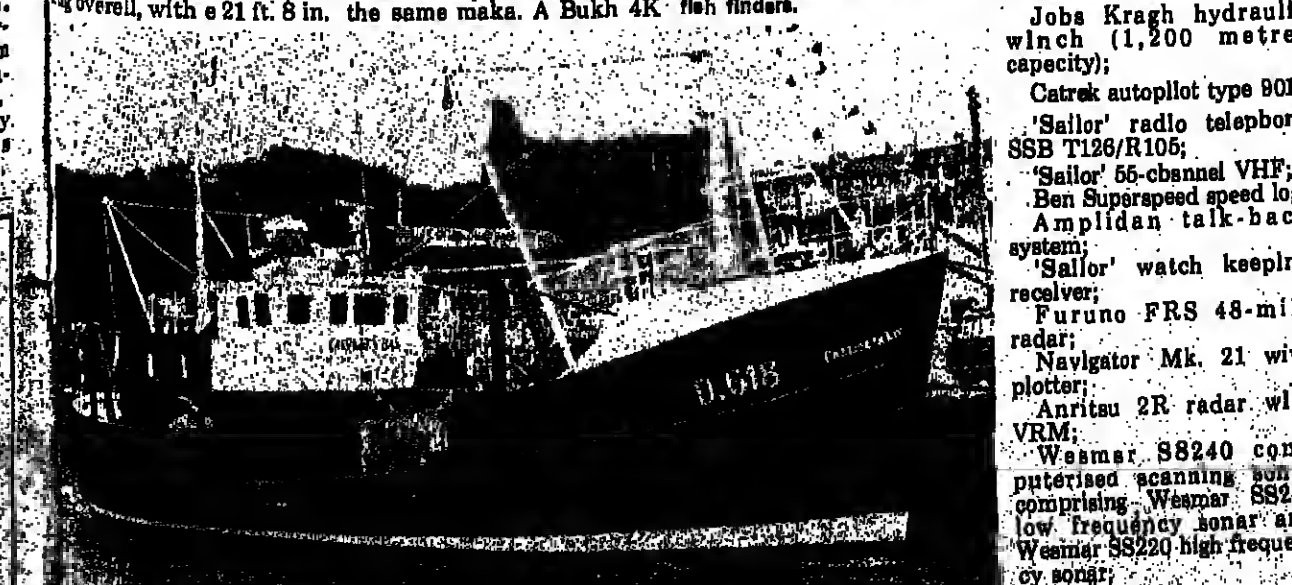
105 diesel of 56 bhp at 1,600  
rpm is fitted.

Hydraulic Brettvaag  
supplied both the trawl and  
cargo winches. The trawl  
winch is the two-drum DIA6  
which has an 11-ton pull and  
one gilson barrel. The drive is  
via a G18 pump.

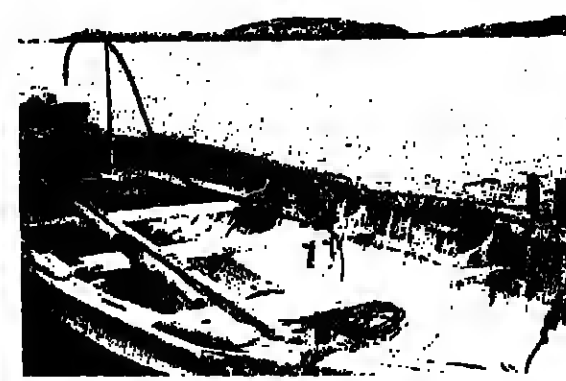
The cargo winch (model  
AG170) is complete with its  
own pump and, when driven  
by the auxiliary engine, can  
be used for net retrieval in an  
emergency. Her Lössle power  
block is the 26 in. model with  
a two-ton pull.

*Corrigean Bay* has Seflle  
hand/power hydraulic steer-

Salow: Skipper Pierce  
O'Shea's *Corrigean Bay* is  
fitted with Atlas and Weimar  
fish finders.



## OUR SMALL-BOAT HAULER IS NOW EVEN BETTER!

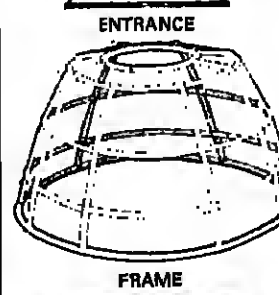


- 10-foot drive shaft as standard — permits  
easier hauling over bow.
- Sheave accepts line down to 4mm. for  
long-lining.
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and motor if line fouls. Cannot rust or jam.
- Improved flexible shaft and fittings.
- Connectors even simpler — no inter-  
ference with any shape of cowl.
- Connector range now includes all  
Johnson/Evinrude models with top recoil  
starter.
- Stronger mounting frame.

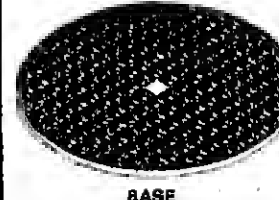
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NANTES spinner.



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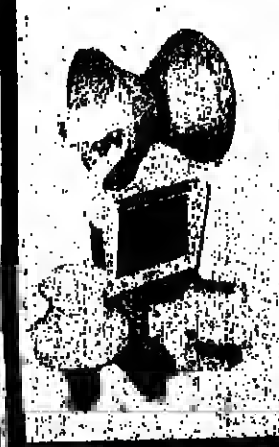
## CAPSTANS LINERWHEELS NET HAULERS PUMPS

COMPLETE KITS

Reliable Power

for the

fisherman





## How to catch dogfish

"WE SHOULD be grateful for any information you can send us about dogfish and how to catch them."

Four species of dogfish are found in British waters: the spiny, also known as the spiny or piked dog; the greater spotted, also known as the bull huss; the lesser spotted, also known as the huss; and the smooth hound dogfish. They are all sharks and the larger species grow to a length of up to five feet.

One stock of spur dogs winter on grounds in the south-western approaches and sections of it migrate up Channel and north along the east coast every summer. Other sections migrate northwards into the Irish Sea during the summer months.

Another stock of spur dogs

inhabits an area from the west coast of Scotland to the Norwegian coast and is exploited chiefly by Grimsby trawlers and Norwegian liners.

The trawlers work grounds to the north and west of Scotland at any time of year. The Norwegian work grounds around Shetland and Orkney during the summer.

Dogfish do not have swim bladders and therefore are individually poor echo targets. They often congregate — especially spur dogs — in very dense shoals and are then easy to detect with a fish-finding sonar.

Spur dogs — so called because they have a sharp spur or pike in front of each dorsal fin — do not spend all their time close to the bottom like the other species of dogfish but are to be found at all depths.

Greater spotted dogs are most frequently found over rocky bottom and are often caught on lines set for conger. Lesser spotted dogs are said to favour sandy bottom while smooth hounds may be found over sand, shell and even mud bottom.

## John Burgess' Log



Spur dogs are caught in big quantities in trawls but they and all other species of dogfish are generally captured with longlines.

Gill nets are sometimes set with the intention of catching them in Irish waters and they are often caught unintentionally in gill and trammel nets when they are robbing them of fish.

They can do an immense amount of damage to such nets when hunting in packs.

Dogs are said to prefer oily baits such as pieces of pickled, mackerel or herring but you can catch them on handlines at a very fast rate with practically any type of bait when large numbers are around your boat.

They are such voracious feeders that they will sometimes swallow one bait and then swim along the line and take another as well.

If you decide to use longlines to catch them, it could pay you for a start to follow the practice of a highly skilled east coast fisherman

who uses fresh herring — having been touched.

"If we do not get out because of the weather, on the day following baiting, it is useless to shoot the lines. All the bait just comes in again untouched."

## Angler or angel?

"CAN YOU tell us what a Monkfish is otherwise known as an angel fish?"

The monkfish which is a member of the Squatinidae family is otherwise known as an angel of fiddler fish. The angler fish (*Lophius piscatorius*) is sometimes called a monk or fiddler fish by those who fail to distinguish the lure attached to the free end of its long first dorsal ray — a lure which it uses to attract its prey in a way somewhat similar to that employed by an angler.

## Working grig nets

"WE HAVE heard that grig nets are likely to prove more effective than fyke nets for catching silver eels on their way to sea in autumn and we would like to make some comparative trials with a few."

"Can you tell us precisely what grig nets are and what is the best way of working them?"

Grig nets are cylindrical and supported by hoops like fyke nets but, unlike the latter, are supported by three or four wood or metal braces lashed to the hoops outside the netting.

They are hybrids between fyke nets and cage traps and only on account of their form of construction but because they are intended to be hoisted.

The knotless nylon netting of a typical modern grig net is supported by four steel or plastic hoops about 11 in. in diameter with funnels between the entrance and second rings, and between the second and third rings.

The compartment between the third and fourth rings contains the bait. Overall length of such a net is about 40 in.

Method of working grig nets, recommended by leading suppliers of them, is to attach five of them to a 2½ in. anchor by 5 ft. lengths of 5/16 in. chain and lower the anchor where a river debouches into the sea.

The anchor should be attached to the central end of the bait/holding compartment of each net so that the entrance hoop faces outward away from the anchor with the tidal stream. The sonar is, of course, buoyed.

You can get ready-to-use grig nets, made by John Burgess, from the B.M. Supply Co., Mill House, West Acton, King's Lynn, Norfolk, or they also sell kits for making them.

As you only want to experiment the most economical way of doing so is to buy sufficient components for five nets in kit form and make them yourself.

## South-west exhibition preview

# SMALL FIRMS RUN THEIR OWN SHOW

South-West Fishing Gear and Equipment Exhibition being held at Lyme Regis, Dorset, from July 5 to 8 is a home-grown affair for the true fisherman.

The south-west wanted another exhibition following the success of the 1976 exhibition at Lyme Regis. As the organisers of this show moved on to bigger things, the area's leading fishing industry figures have now banded together to fill the gap.

Mr. Roy Gollop of Lyme Regis, Dorset, took the organisation on his shoulders and a new-style show has emerged. There will be no scope of caravans; the dozen or so exhibitors are being accommodated in a car park at the show.

Seabourne Electronics has to have the largest display of marine electronic equipment to the south-west and is exhibiting a range of latest recorders, radio compasses, automatic pilots and radar.

As importers of American Westmar scientific gear, Seabourne will be representative of items in the range and at least a few will be in operation. Staff will be on hand to answer enquiries and to show the best available results from existing equipment.

Roy Gollop's trawls will be on display and he will also be able to show the range of his own trawls and the range of his own trawls and the range of his own trawls.

Mr. Gollop's trawls will be on display and he will also be able to show the range of his own trawls and the range of his own trawls and the range of his own trawls.

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Firms are exhibiting on a shoestring and the whole tone will be informal. There's no opening ceremony or official tickets. Attendance will be measured in hundreds, rather than thousands, but they will be working fishermen.

Cor parking is available near the venue at the Clovellye Garage, on the eastern edge of Lyme Regis, and there will be refreshments available. Opening times are 10 a.m. to 5 p.m. daily.

Roy Gollop told *Fishing News* on Monday that there is still space for a few more firms to exhibit. He can be contacted on Lyme Regis 3820.

So the show is on the road again in the south-west — and some big names in the area are attending.

Mr. Mitchell (Dartmouth), his largest design is the 56 ft. trawler *Crosser*. At present the Mitchell trawler in Cornwall has an order for two 33-footers for Cornwall, Cornwall, and the Hebrides to his design. A Cornish trawler is now producing a steel 33-footer in Gary Mitchell's lines.

The Cornish-based firm of engineers, Spencer-Carter, will be bringing its range of haulers which have found a wide market in recent years. These include a one-ton trawl winch, hydraulic capstans, gurdies and line haulers, also a three-ton, rubber-covered, net hauler which has been selling well. There will also be samples of the lines, hooks and lures it sells.

Spencer-Carter had to give the Aberdeen 14th 78 show earlier this month a miss at the last minute due to pressure of work, but director Steve Carter told *Fishing News* the firm will be coming to Lyme Regis.

More haulers will be exhibited by Howlinch of Bridport, Dorset. The firm is planning to bring out and line haulers with jumbo 600 to 2,000 lb. including a new 1,000 lb. linehaul for mounting either on the gunwale or a pivoting post. The haulers on show will be completed by not handling hooks and a half-ton, twin-

describes how a small fleet system can be worked by several vessels.

In this way the boat not actually hauling can then join up with another boat and make a further set of the gear, instead of having to wait for his partner boat to finish.

This system is very important when fishing is only possible during certain times — the hours of darkness, for instance, as with herring.

A number of skippers describe trips, giving details of gear and operations. This book, studied carefully, contains all the aspiring pair-fisherman would need to know, in home waters and in the variants as practiced by foreigners.

Considering the living to be made by the successful pair-fishing team, this book is a good investment.

*Pair Trawling and Pair Seining* by David Thomson is published by *Fishing News (Books) Ltd.* at £12.

drum winch. Seawinch has a new reversing and flow control valve which it will be showing, along with pumps, valves and hydraulic oil reservoirs.

Rose-Mackenzie of Lytchett Minster, near Poole, Dorset, expects to bring two *Cygnus* Marine GRP hulls to the show. These will be the 15 ft. punt and the GM 21-footer. A part complete GM 28-footer may also be seen. This yard has been fitting out *Cygnus* hulls for the past 15 months and has completed six 28-footers and one 21-footer. Another 21-footer is fitting out and a 37-footer is on order. The firm's latest completion is *Roberta* for Berwick upon Tweed. She is a Parkin-powered potter/angler.

Two instructors from the White Fish Authority's trawl last flume tank at Hull will be available to discuss fishing gear and give details of the courses the White Fish Authority organises specially for inshore fishermen. Two Gollop wing trawls, the 8 ft. and the 12 ft. have been tested in the WFA's flume tank.

*Fishing News* and sister paper, *Fishing News International*, will be available. *Fishing News* is the top-selling commercial fishing trade paper in the UK.

*Fishing News International* (75p monthly) takes a broad look at the world fishing scene and has recently changed from a magazine to a tabloid newspaper.

Latar, the diesel engine firm, is being represented by the Exeter company Savilla Tractors which is responsible for spare parts and service. The firm expects to have a service van at the show and cut-away marine engines suitable for local inshore boats for inspection.

Finally, Cloverdale Garage is getting in on the act by offering discounts on new cars in the Leyland range during the four-day show run.

## WESMAR SCANNING SONAR

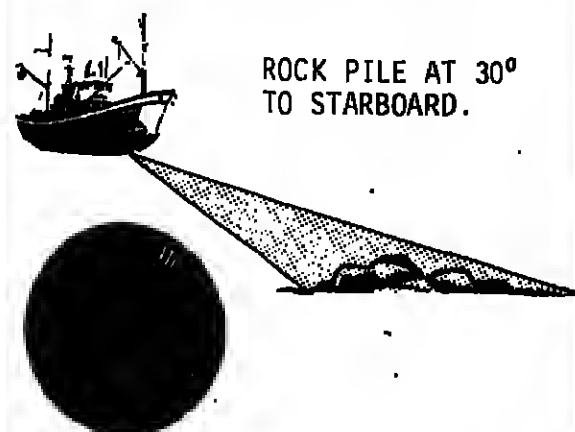
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### NEW — THE SS165

1. Replaces the well proven 160 with no price increase.
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4. Digital tilt readout for easier, more accurate operation.

### NEW — THE R400

This dual frequency sounder 150Khz, 230Khz switched) has bottom lock expansion, gray line end variable phase expansion.



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Agent for I.C. TRAWLS and EURONETE (U.K.) LTD.

Many of these items can be purchased straight from the show

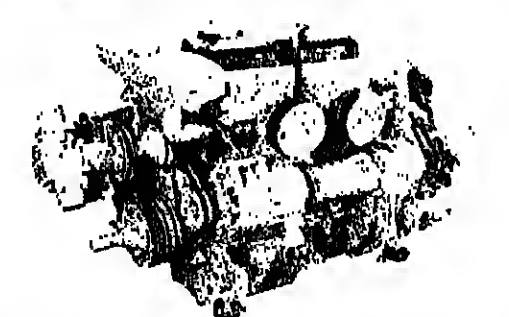
Come and meet GARY MITCHELL at the South West Fishing Gear and Equipment Show at Lyme Regis to discuss your design requirements.



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## Heavy losses

THE South Devon crabbing fleet claims to have suffered up to £10,000 worth of damage to pots and other gear this year due to French trawlers.

They say the French ignore the "law of the sea."

Tom Jones, assistant secretary of the South Devon Shell Fishermen's Group and chairman of Devon Sea Fisheries Committee, warned this week crabbers could be put out of business.

The Fisheries Organisation Society is urging Edward Bishop, Minister of State for MAF, to speed up "trawl-free" zones.

## LEWIS TO BUILD STERN-FISHER

WORK is expected to start soon at Aberdeen on building a 106ft. stern trawler for Scottish owners.

She will be built by John Wood Group Shiprepairing Ltd., which occupies the former premises of trawler buildings John Lewis & Sons Ltd., subject to final confirmation.

A £2,000,000 modernisation scheme has been carried out to convert the yard into a modern ship repair and

fabrication complex. Facilities include a 1,600-ton slipway, a 600-ton slipway and a fitting-out quay for alongside repairs.

The Secretary of State for Scotland, Bruce Millan MP, will perform the official opening ceremony for the modernised shipyard in Aberdeen on September 8.

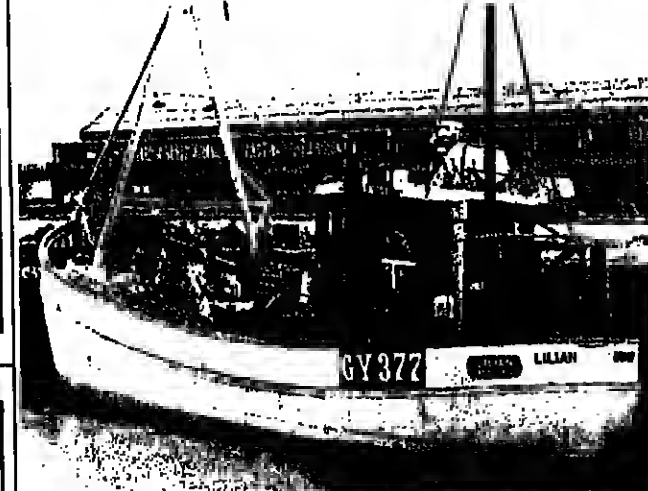
Limited shipbuilding capacity will be maintained at the yard and the 70ft senior-trawler *Costlewood* has just been completed for

the Don Fishing Co. (Peterhead) Ltd.

As part of John Wood Group (Aberdeen) Ltd., the new complex has a wide range of back-up facilities.

**Wrong lane**  
SKIPPER CHRIS Hamling of the Hull stern trawler *Arctic Roiler* has been fined £50 for failing to comply with the traffic rules in the Dover Strait. The offence took place on December 22 last year and he is to pay £1,000 costs. He said he misunderstood the meaning of the rules.

## Owner makes it a trio



THE FORMER seabird seiner-trawler *Lillian* has arrived in Grimsby where she is expected to be converted for inshore fishing.

The 38-ton wooden vessel has been bought for William Anderson of Cleethorpes, who already owns the inshore boats *Shepherd Lad* and *Shepherd Lass*.

*Lillian* is being operated through the United Seining Co. (Grimsby) Ltd. agency and has been re-registered as QY 377.

## SCALLOP BELLIES and tooth bars

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## Pairing — by a skipper

## PUBLICATIONS

In pair-trawling, so that quite lightly powered boats can tow a sizeable net. With this method, too, extra headline weight is obtained which is useful when going after herring and hake, as well as cod.

The long warps act in a similar way to seine net ropes in guiding fish to the mouth of the net.

With fuel prices rising, the success of small pair-trawlers has attracted the attention of deeper trawler owners who have noticed the grossing of these boats in comparison with their own craft which have higher operating costs.

Working shorter trips, the pair-trawlers bring back their haul in prime condition so that it tops the market.

gear is not a guarantee of success, but the rewards are worth the effort and application.

David Thomason has provided all the necessary information within the covers of a single book in an easily understandable manner (given a reader with a good basic knowledge of fishing). The many photographs, drawings and diagrams complement the text, so this book is a must for anybody considering this mode of fishing.

Pair-seining is also described in detail and so is pair-seining and ring netting, together with mid-water pair-trawling.

A lot of time is set in the process of getting the catch on board, and Mr. Thomason

describes how a small fleet system can be worked by several vessels.

In this way the boat not actually hauling can then join up with another boat and make a further set of the gear, instead of having to wait for his partner boat to finish.

This system is very important when fishing is only possible during certain times — the hours of darkness, for instance, as with herring.

A number of skippers describe trips, giving details of gear and operations. This book, studied carefully, contains all the aspiring pair-fisherman would need to know, in home waters and in the variants as practiced by foreigners.

Considering the living to be made by the successful pair-fishing team, this book is a good investment.

*Pair Trawling and Pair Seining* by David Thomson is published by *Fishing News (Books) Ltd.* at £12.



*Heritage* (foreground) and *Crystal Sea* at the Maaskant yard for overhauls.



## MALLAIG BOAT FITS SHELTER

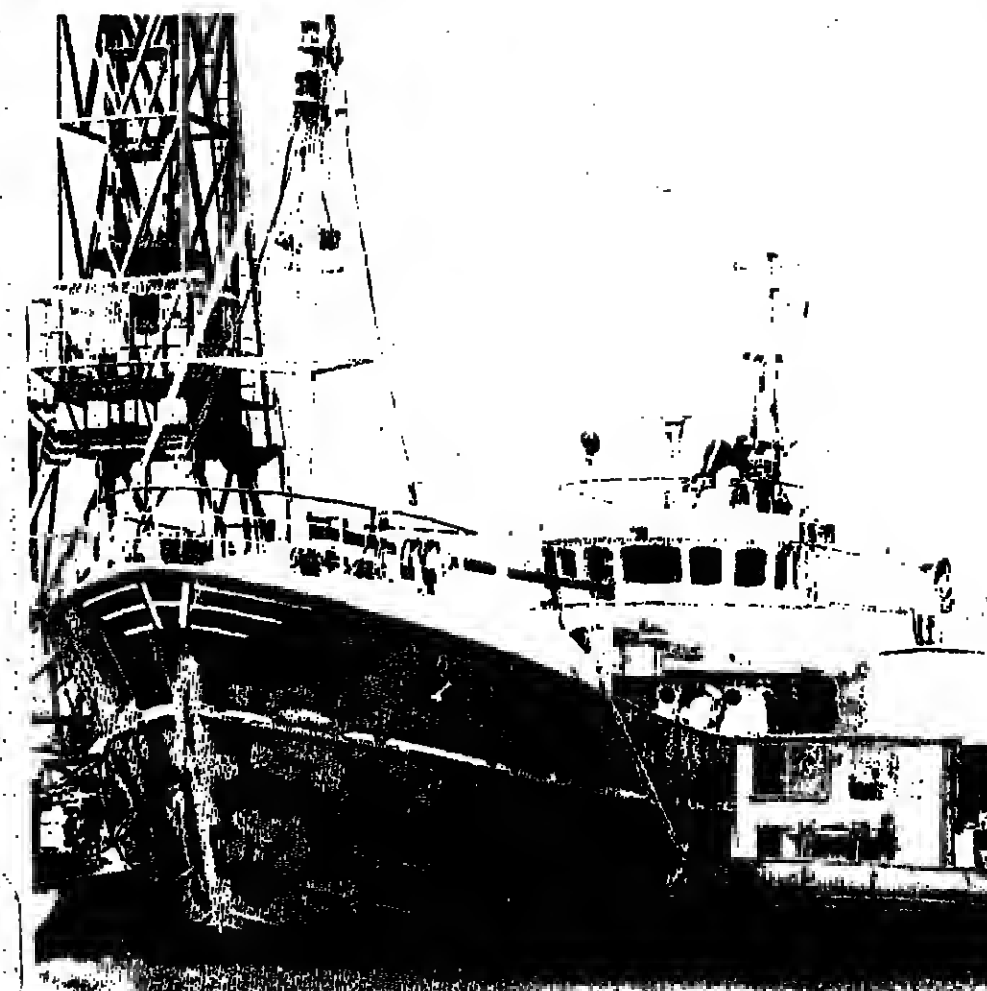
THE MAASKANT yard does a lot of work for British fishing boat owners. In the yard earlier this month were the Scottish boats *Silvery Sea* and *Crystal Sea*.

These two vessels are owned by Manson of Mallaig and have returned to Holland where they were built for repairs and overhauls. *Crystal Sea* is being fitted with shelters on each side of the wheelhouse.

*Comrade*, the ex-Tait family boat now owned by Alex Wiseman, recently underwent repairs at the yard after a season mackerel fishing in the south-west. Her hull plating was badly dented when lying alongside the Eastern bloc ships when discharging her catch.

*Heritage* was originally built by Maaskant and returned to the yard to have a bigger net bin fitted and for an overhaul. This vessel is owned by Alex West and partners.

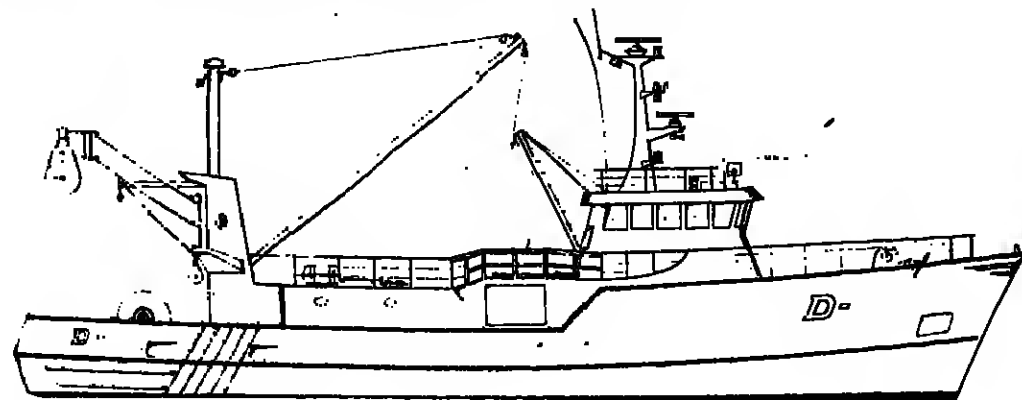
Another vessel to be overhauled at Maaskant was *Courage*, owned by George West. This work was carried out after the hull had been lengthened and refrigeration equipment fitted.



## Big refit for 'Azalea'

The Shetland purser *Azalea* is now 23 ft. longer than when she was built in 1971. She is seen (above) at Hakvoort for her third stretch and (below) a close-up of the new mid-ship section. She has been extensively re-equipped.

# They're all going into the water



Left and below: BIM's Killybegs yard will be fitting out this 88ft. 3in. steel hull from the Hakvoort yard.

## Hulls aimed at Ireland

THE FIRST of what should be a series of stern trawlers for Ireland is under construction in a Dutch shipyard.

The Hakvoort yard in Monnickendam is to build the hulls which will then be towed to the BIM yard at Killybegs for fitting out.

The vessels are of a standard design produced by the yard and two versions are available. Both have the same basic hull layout, with the engine compartment aft and the fish hold midships. The alternative comes in the deck arrangement.

In one version a conventional open aft deck is laid out, while the other has a shelterdeck extending over all but the aft section of the aft deck.

Steelwork for the hull is cut by computer-controlled cutters, as are the frames and hull plating.

This work is carried out by a sub-contractor so that, when the steelwork is delivered to the yard, only assembly is required. All the information for steelwork sizes is stored on tapes.

The hull is of conventional round-bilge type with a transom stern and the raised forecabin provides

comfortable accommodation on two levels. Overall length is 27.2 m.; beam, 7.30 m.; and depth, 3.70 m.

The first vessel under construction is for Frenk Docherty of Burtonport and will be fitted with Stork diesel rated at 950 hp. Brettvasg split winches will be fitted at the forward and

similar make of net drum will be mounted aft, on the port side. The twin engine exhaust stacks aft will act as galleys, and the starboard hull will have a power block and crane on it.

Hakvoort is also preparing designs for smaller stern trawlers which it hopes will be ordered by Irish fishermen.



## 'Andra Tait' almost on her way

THE SECOND of the two large purse seiners ordered by the Tait family of Fraserburgh is now nearing completion in the Dutch Maaskant yard.

The first purser — *Tait* — was

built in Norway by Karmoy and both are to a design produced by Ulaetun.

The next 137ft. by 30ft. ship (pictured in *Fishing News* June 18) is fitted with six refrigerated brine tanks which have a total capacity of 500 tonnes.

The main engine is a 1,500 hp Wichmann diesel driving a four-bladed propeller and a Karmoy gearbox is fitted to the front of the engine to drive the auxiliaries.

Twin Decca radars are installed in the wheelhouse — the

914 and 110 models — and three sonars. These are by Wesmar, C-Tech and Elac.

The new vessel, named *Andra Tait*, has cost in the region of £1.5m. and will be skippered by Willie Tait when she goes into commission shortly.



## PURSER 'STITCHED' AGAIN

TWO DUTCH yards which have combined to make a speciality of lengthening boats to fit refrigerated sea water tanks are Voorit of Zandam and Maaskant in Stellendam.

Voorit undertakes most of the steelwork and then the boats are towed to Stellendam for fitting out.

Voorit has been involved in the lengthening and conversion of over 50 Dutch, Danish and British fishing vessels.

Four British vessels are currently being lengthened in Dutch yards. Voorit is working on three and the fourth is being lengthened for a second time by Hakvoort at Monnickendam.

This vessel, *Azalea* operated by Skipper J. Simpson of Whalsey, Shetland, has

been at the yard for some months and is now nearing the end of a re-engining and major re-fit, in addition to being lengthened.

*Azalea* is now fitted with a 1,000 hp Blackstone diesel in place of the original 585 hp Caterpillar. This engine mates with a new Lister gearbox and the propeller has been fitted in a nozzle.

A new 110 hp diesel has been added to supply electrical power for the Frigor refrigeration unit which cools the tanks.

*Azalea* was 87 ft. long when built by Hakvoort in 1971. In 1974 she was lengthened to 100 ft. and, now, the addition brings her up to 113 ft. She is fitted with six tanks in place of the three.

Two more Scottish boats being converted by Voorit are *Julienne* and *Conwallia*, which were built at the yard.

*Julienne* is 113 ft. long and has been lengthened by 7.8 m. to 120.8 m. and *Conwallia* by 7.8 m. to 88 m., but their hulls are also being greatly strengthened by the addition of a shelterdeck which, in turn, will be the new main deck. This allows for deeper tanks to be installed.

remains below the trawl and the trawl taken up to the space below the main deck.

Her wheelhouse has been extended outwards and a low bulwark fitted around the bow.

The wheelhouse has been raised one m. to give good visibility over the bow and it has also been lengthened by one m.

The third vessel being converted at Voorit is *Flowing Tide*. This vessel was built in the UK and her hull design has meant that additional

buoyancy has had to be added to the hull to compensate for the weight of the RSW tanks. This has been accomplished by adding a wide steel plate below the keel and filling in the sides.

Some 6 m. has been added to the length of *Flowing Tide* and she is being fitted with three RSW tanks. An additional space has been incorporated into the hull to allow for refrigeration machinery.



Work being fitted to *Conwallia* connects the wheelhouse and whaleback.



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